

CHANCES FAVOR AMERICAN YACHT

Str. Kinahu, Freeman, from Maui and Molokai ports.
Schr. Blanche & Ella, from Koolau ports.

Sunday, October 6.
Str. Claudine, Parker, from Maui ports.
Str. Waialae, Pitts, from Kaula ports.
Str. Noenu, Wyman, from Kaula ports.
Str. Mikahala, Gregory, from Kaula ports.
Str. Nihau, Thompson, from Kaula ports.

Two Wock in One ahead on the North Trial.

Monday.
Str. Kinahu declared off, Columbia in the lead.
Second race, won by Columbia.
Third race declared off, Shamrock in the lead.
Fourth race, under way when steamship Sierra left San Francisco.
Columbia reported so far in the lead that there was no chance of Shamrock's overtaking her.
The Advertiser's Associated Press special, covering the betting in New York, says:
NEW YORK, Oct. 3.—The Times says there is little betting in Wall street on the yacht races. The largest wagers reported are: H. M. Pearsall bet \$1,000 to \$500 that Columbia would win the series, Maurice O'Meara, Jr., being named as the taker of the Shamrock end. F. H. Brook bet \$500 to \$500 that Columbia would win today (Thursday). George Weaver bet \$500 even that Columbia would win the next two races, and W. B. Coster made a similar bet of \$500.

NEW YORK, Sept. 28.—Just before 9 o'clock Mr. Jameson, Mr. Watson and W. Butler Duncan went on board the Shamrock. The Columbia was first taken in tow, and five minutes later she was off the point of the Hook, passing out, the Shamrock following close behind her.
On board the Columbia are E. D. Morgan, H. C. McGiloway and Herbert Leeds. The wind at the Hook was then blowing steadily from the north-east at ten knots an hour, and with indications that it would freshen.
Sir Thomas Lipton did not go aboard the Shamrock today, but stayed on board the Erin until his guests arrived. The Erin did not leave for the starting point until half-past 9 o'clock. It was still later than that when the excursion fleet passed the Hook.
At 10:18 the committee boat had set a signal for a fifteen-mile race to windward and return. The wind was a little south of east and almost eleven knots. Both yachts were near the starting line.

The Columbia went almost down to the line without attempting to raise a sail. The Shamrock had only her mainsail set when she reached the line, but a moment later she broke out her club topsail. The wind at 9:50 had increased to eleven knots.

Tugs still held the racers by lines in order to keep them straightened out to the wind.
The Columbia got her mainsail up lively and then set her club topsail. Both yachts were then to the west of the lightship. Soon after 10 o'clock both of the flyers discarded their tugs and, coming up to the wind, broke out almost simultaneously their jibs and staysails, which had been put in stops. As they tacked back and forth behind the line the committee boat set a signal that the course would be fifteen miles to windward and return, and that the compass course would be east by south.

Meantime the great fleet of excursion vessels had rolled out toward the lightship and spread out behind the starting line in two great wings.
As the contesting yachts tacked back and forth about the line with mainsails, club topsails, staysails and jibs out, it was noticeable how much higher the Columbia's bow comes out of the water as she moves under sail than does the Shamrock's. She did not dip in the bigger seas nearly as much as the challenger. Both boats, after running to the north, tacked and ran south, the Columbia beating her rival in getting about.

The yachts were sent away within a minute of the appointed time. Shamrock took the honors of today's start, the official time of crossing being: Shamrock, 11:00:14; Columbia, 11:00:16. The Shamrock occupied the weather berth.

Promptly at 10:45 the preparatory gun was fired. The Shamrock at once broke out her No. 1 jib topsail. The Columbia sent the same canvas up in stops and a moment later broke out. It was not long before they came together to the leeward of the line. Both were on starboard tack. There was little real maneuvering, however, until 10:55, when the warning gun boomed. Both boats bore down from the weather side of the line on the port tack with the American boat to windward. The Shamrock undertook to head in, but the Columbia came a little higher into the wind and still had her rival under her lee. The Columbia went about on the starboard tack and the Britisher followed speedily. They passed outside the committee boat.

The Shamrock came about for the line first. She was a trifle quicker in stays, apparently, and got away more rapidly than the Columbia. This gave the Shamrock a chance to take the windward berth from the Columbia, and the former went to leeward of the committee boat on the way back to the line. The American skipper thought to overcome the disadvantage under which he had been placed, and went to windward of the markboat. It was too late, however, and as the yachts again came together behind the line the Shamrock caught him in an awkward position. The Yankee evidently saw his fix and made the best of it, bearing for the line as the starting gun was fired to leeward of the Shamrock and a little to the rear. Both crossed the line with booms to port on the starboard tack. In addition to her position to windward, the Shamrock was just two seconds to the good in the matter of time. In less than two minutes after crossing they went about on the port tack, the Shamrock making the initial movement. Within a quarter of an hour the Columbia swung on the starboard tack, but the

Shamrock hung on until she was on well to the weather of her rival before tacking after her.
Both the boats were now swinging along on the starboard tack, heading almost due northeast. At 11:18 the Columbia was distinctly ahead. Both boats were responding to the increasing wind, but the Columbia seemed to be increasing her lead. In a moment the Columbia went on the starboard tack, followed a moment later by the Shamrock. The Columbia was evidently unable to cross the Shamrock's bow, and was forced to come around. The Columbia was trying to backwind the Shamrock again, but the maneuver was not effective.

The wind was steadily increasing. By 11:30 all conceded that the Shamrock was ahead. They were both on the starboard tack, sailing northeast, and the Shamrock seemed to be gaining.

It was a battle royal. Both yachts sailed four miles from the lightship, and it was nip and tuck between them.

The yachts had now sailed an hour, and it had been close work for every yard of the course. The Columbia was close under the Shamrock's lee and appeared to be reaching faster than the challenger, but the Shamrock was still ahead. The Columbia tacked to port, in an attempt to cross the bow of the Shamrock, but was unable to reach her, and thirty seconds later came about again on the starboard tack. Precisely at noon the Shamrock went about on the port tack, followed immediately by the Columbia. Admittedly Columbia had gained considerably in the last ten minutes of sailing. They were both close-hauled and each seemed to be holding her own, the advantage, if any, being with the Shamrock.

The wind held true at about ten knots. There seemed little advantage on either side. Both yachts were sailing magnificently, Columbia having worked a little to windward, but astern of the British boat. Captain Sycamore seemed to be working Shamrock slowly from under the Columbia's lee.

The boats held to the port tack, standing off shore, and at 12:25 they were pretty nearly on even terms. The Columbia was still to windward, but probably 150 yards astern of the British boat. The outer mark was then not more than six miles away, and Barr and Sycamore were each doing his best. The wind was twelve knots. At a quarter of 1, both boats were on the starboard tack, having gone about at 12:32. There was no perceptible change in their positions. Shamrock had the windward, and was holding her own, while the Columbia was unable to make any substantial gain.

At 12:59, after two hours' sailing, the Shamrock again went about on the port tack, followed closely by the American boat. The Columbia got the windward berth, but was astern. They held this tack for three-quarters of an hour, in a neck-and-neck race. The boats were not a hundred yards apart, but the Shamrock maintained her lead clear through to the outer mark.

They held the port tack to the outer mark, the great yacht smothering along toward the turn in a royal race. But the Shamrock had the right berth, and Captain Sycamore swung her around the stake boat little more than half a minute ahead of the Columbia. The American was, by estimated time, just forty-six seconds behind her opponent. Both yachts squared away for home, running before the wind, and seven minutes after the turn both broke out their spinnakers. The official time of turning the outer mark, as given by the Marconi wireless telegraph, was:
Shamrock 12:52:12
Columbia 12:53:58

It will thus be seen that the Shamrock, in actual sailing time, thirty-nine seconds ahead of the Columbia, as she crossed the starting line two seconds ahead of her, but this elapsed time is more than offset by the forty-six and seven-tenths seconds of handicap which the Lister yacht is compelled to give under the rules to the Columbia because of her measurements.

The next ten minutes of sailing showed that the British boat would have had a hard time to increase her slight lead on her rival.

For a brief time the boats sped homeward apparently without a change in their relative positions, but about 2:10 it was seen that the Columbia was overtaking the Shamrock. Slowly, very slowly, she crawled up, foot by foot, and at 2:12 she had reached her flying rival. Two minutes later and she had poked her bowsprit ahead of the Shamrock and established a lead. The wind held, but did not increase in velocity, and both boats seemed to get all of it.
The yachts had the long swell behind them. This caused the big spinnakers which were set to port, to belly out and then wrinkle, while the balloon jibs were alternately full and slack. The booms also kept tipping up into the air and then falling.

The Shamrock seemed to roll a trifle more than the Columbia, and this apparently accounted for some of the latter's gain, although the American boat had the better breeze from the stern.
As the yachts drew in toward the lightship they met a large number of outward-bound foreign steamers, but all of these large vessels conformed to the rules and sheered away.

The Columbia gained steadily, in spite of every effort of the Shamrock to re-

gain her lost advantage. Little by little the Columbia gained, until at 2:21 there were fully three lengths of clear water between her stern and the bow of her pursuer.
The Columbia held that noble lead until the finish.
The official time elapsed at the finish was:
Columbia 4:29:24
Shamrock 4:31:44

When the Columbia went over the line she was fully 200 yards ahead of the challenger. She won by one minute and twenty seconds, this including her time allowance.
On the return the Erin was in collision and had a small hole stove in her port quarter. It was not serious.
NEW YORK, October 1.—The Columbia and Shamrock II tried today to win the second international race for the America cup and both failed miserably. After the first hour of the race, which was little more than a drifting match, the Shamrock led, and when the race was called off, when the second leg of the triangular course of thirty miles was half covered, the Irish boat led by nearly half a mile. Although the Shamrock was well ahead when the time limit expired, the participants of the Irish boat found little in that fact to comfort them.

Both the Shamrock and her rival found the wind gusty and fluky, and it finally died to such an extent that the race developed into a drifting match pure and simple. First the Shamrock and then the Columbia would profit by some wandering breeze. They alternately led until well into the second ten miles on the way home, when the committee called the race off, as there was absolutely no chance for the yachts to finish within the time set by the committee.

There can be no question that, in the light of today's race, the Shamrock showed her superiority in very light airs. While the breeze held good the Columbia seemingly had an advantage. The participants of the American boat, who were astern by the thousands and surrounded the down-town bulletin-boards by tens of thousands, were greatly relieved when it became certain that the race would not be finished.
The race could in nowise be looked upon as a test in any way of the yachts' capabilities, even in light airs. The light wind that barely filled the sails jumped from one part of the course to another, and first one boat and then the other gave her rival the headache by catching the breeze and moving along a few hundred feet, while the other unfortunate lay becalmed, waiting for the flickle wind to jump to the other side and give her a boost toward overtaking her rival.

The start was all in favor of the Columbia. Barr completely outmaneuvered Sycamore and got the white beauty across the line twelve seconds ahead of the challenger, securing the weather berth. Luck came to the aid of the white yacht before the boats had sailed fifteen minutes. There came a slant in the wind that forced the Shamrock to head fully two points off her course, while the Columbia was able to keep her steady and true. Before things were straightened out again the defender had gained half a mile over the Irish boat. Not long after that the challenger decided to go wind hunting and caught a lucky slant of air that sent her rapidly ahead, and by the time the Columbia had come up with her she had secured the windward position, from which she was not afterward driven and which did so much to give her the honors of the day.

Then followed a series of ingenious, but futile attempts on the part of the Yankee skipper to dislodge his antagonist from the favorable position which he had secured, and now seemed determined to retain. It was a little after 1:30 p. m. when Sir Thomas' boat passed the Herreshoff sloop to windward, and so blanketed her that the white yacht's sails shivered ominously in the wind, and she lost nearly all her headway. Captain Barr at once took in his jib topsail and set a long reaching-top-sail, which maneuver was at once imitated by Captain Sycamore. The bronze yacht soon blanketed her antagonist again, and thus drew out ahead.

Time and again this was repeated. The Columbia would gather way again and close up to the open water between herself and the Shamrock, only to lose all her gain when the challenger's huge canvas shut off her wind and left her two or three lengths behind, practically motionless. Captain Barr got tired of this, and did a thing that made his critics stare. He luffed sharply under the stern of the Shamrock, and went about on the port tack, evidently intending to slide far



THE AMERICA CUP.

enough out to windward to run no chance of being eched out of any wind there might be blowing in the future. The Shamrock rounded the first ten-mile mark three minutes, eight seconds ahead of the Columbia and continued to draw away despite the falling breeze. When the race was called off about fifteen miles had been completed, with the Shamrock three-quarters of a mile in the lead.

SMALL STRIP AROUND FORD'S ISLAND

Only a narrow fringe of waterfront on Ford's Island will be taken by the United States government. This was proposed by the Oahu Sugar Company after the Naval Station condemnation suits were filed, and was submitted to Washington by Captain Merry. Telegrams received yesterday instructed that officer to accept the compromise.
This will leave to the Sugar Company all the producing area and takes from it only that strip of unproductive and waste land which is either too broken, or lies in such irregular shapes, that it is not reached by the plows in the breaking up of the land. This strip will not exceed an average of 100 feet wide around the island, and the portion of it which is desired by the government will extend along the front opposite to the shore lands which are now being condemned for the site for the naval station.

It is believed that the price set upon this strip of land will be only nominal, as there is a consideration, in that the company is not disturbed in its possession of the producing lands of the island. The principal object of the government in desiring to own the frontages on both sides of the channel, is to control absolutely all the water lots along the route which will be used by naval vessels, so that there will never be any possible blocking of the fairway, by the use of this passage by merchant vessels.

A TYPICAL SOUTH AFRICAN STORE.

O. R. Larsen, of Bay Villa, Sundays River, Cape Colony, conducts a store typical of S. Africa, at which can be purchased anything from the proverbial "needle to an anchor." This store is situated in a valley nine miles from the nearest railway station, and about twenty-five miles from the nearest town. Mr. Larsen says: "I am favored with the custom of farmers within a radius of thirty miles, to many of whom I have supplied Chamberlain's Remedy. All testify to their value in households where a doctor's advice is almost out of the question. Within one mile of my store the population is perhaps sixty. Of these, within the past twelve months, no less than fourteen have been absolutely cured by Chamberlain's Cough Remedy. This must surely be a record." For sale by all druggists and dealers. Benson, Smith & Co., Ltd., agents for Hawaii Territory.

The Hongkong sugar market in Kobe is so dull that there has been little or no business for the last ten days. Nevertheless, the quotations tend to remain steady, owing to the prospects on the other side, and to the approaching end of German sugar importation.

Loubet to Visit Russia.

PARIS, Sept. 27.—President Loubet visits the Emperor of Russia in April.

MORE MAILS FROM SOUTH

Australia to Make Greater Use of Route.

Hon. Eugene F. Loud, member of Congress from California, Chairman of the House Committee on Postoffices and Postroads, was a through passenger in the Senoma yesterday, on his way home after a trip to Australia, made in the interest of the mail service. Mr. Loud was accompanied by his wife, and was joined here on the return trip by his daughter, Mrs. James O'Connell, wife of the western division superintendent of the registry division of the postal service, who had spent a week here in inspection of the local office.

"My trip," said Mr. Loud, "was made in the interest of the mail service in the Pacific ocean. Of course we are very anxious that there be all possible mail carried through from Australia to England, by way of San Francisco and New York. Not only will we be able to give better service with increased use of our water routes, but as well we will have a faster service across our own country. There will be a day's better time made in the across-continent time, if it is necessary to carry the through mails to reach New York for special steamers. This will give to all our mails faster time, and will be of immense benefit to the country touched by the overland trains.

"This is one advantage and there is a greater one, that is the growth of the trade which follows a fast and regular mail steamer service. This is shown in the freight carried by the steamers now on the run between San Francisco and Sydney. There will be as great advantages to the United States from these fast mails as to the people of the south seas, who will have by expedited service several days gained in the time of mail delivery. There has been some talk of new ships to carry the mails through to Vancouver and thence to the Atlantic side, but we can beat the best time of such a route by at least four days, and this makes the present route of much value to the people of Australia.

"There has been some discontent in the south over the time made by the new ships which carry the mails on this route. The people who are in authority however are content to wait until there has been a thorough testing of the ships, and they have become smoothed down for the fastest time to be made. This will take only a short time now and the people all along the route will see great improvement in the time made on the runs. I had interviews with the Postmaster General of the Australian commonwealth and I believe that there will be no trouble over the present contracts, and further that with the better time which I think will be made later, that we will have a greater amount of mail sent through the United States on the line to England.

"There has been made too a proposal for the interchange of postal parcels between the Australian department and the United States. Our government has always insisted that the country receiving the revenue should retain it. This has always been rejected by the southern federation on account of the great disparity in the population of the two countries. A new proposition has been made by the latter now, that all the returns from the postal parcels service shall be pooled and then at a certain time divided between the two countries equally. I cannot say what will be done in the event of this not receiving the approval of our government, and I cannot forecast the decision of Washington in this matter.

"There may be some postal reforms during the coming session. I have hopes that there will be a general revision of the method for the payment for the postal cars. Instead of weight rates I believe that we should pay by the space occupied. This would be more equitable to both the government and the carriers. Then I will push my bill curtailing the use of the fourth-class privilege.

"From what I hear there seems to be no feeling other than that there will be passed by the coming congress, a bill providing for a cable for Hawaii. There is a general desire to have the new possessions of the nation connected by cable and the time has come for the laying of this line. I believe it will be authorized early in the session."

The McKinley Islands.

WASHINGTON, Sept. 30.—A suggestion which is meeting with favor is to change the name of the Philippine Islands to the McKinley Islands.
It is intended to bring the proposition before the next Congress. A part of the scheme embraces the idea of bestowing upon the different islands and provinces the names of the men most prominently identified with the acquisition and management of the islands. For instance, the members of the American mission which negotiated the Paris treaty would thus be honored, as well as the names of Admiral Dewey, General Lawton, Governor Taft, General Otis, Secretary Root and others.

Some German Loot.

LONDON, Oct. 3.—The Berlin correspondent of the Times, commenting upon the offer of the German government to restore to China the astronomical instruments taken from Peking, and Germany's refusal to reconvey them to the Chinese capital in view of the difficulties, is of the opinion that the German government's offer amounts to a censure of those who took the instruments. The Chinese refusal, he observes, is characteristic, but does not exonerate those who were guilty of the looting.

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